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In this era of increasing awareness of the critical difference that wise transportation choices can make to global climate change, the bicycle is emerging as a legitimate and significant travel mode. Already, more than 300,000 bicycle trips are made every weekday by Bay Area residents (see Table 3.1), and bicycling has the potential to play a much bigger role if current trends continue.

Attention in the media, schools and popular culture has highlighted the adverse effect that driving has on the planet's climate, energy supplies, gasoline prices, air and water pollution and bicyclist and pedestrian safety. To maximize the number of people bicycling to work, school, shopping and for fun throughout the nine-county Bay Area, myriad infrastructure improvements,

ongoing maintenance, and safety and promotion programs are needed.

The *Regional Bicycle Plan for the San Francisco Bay Area* is one component of the Metropolitan Transportation Commission's multipronged effort to promote bicycling and bicycle safety while reversing decades of automobile-oriented development.

Transportation 2035 – the *Regional Transportation Plan* update – boosts bicycle spending fivefold over prior *Regional Bicycle Plan* expenditures (from \$20 million to \$1 billion), increases funds to help spur compact transit-oriented development and launches new Climate Action Program that will include new programs for bicycle facilities (see Chapter 5).

Why a Regional Bicycle Plan?

Transportation 2035 is a comprehensive strategy to accommodate future growth, alleviate congestion, improve safety, reduce pollution and ensure mobility for all residents regardless of income.



As a component of the *Transportation 2035* plan, the *Regional Bicycle Plan for the San*

San Francisco Bay Area (“*Regional Bicycle Plan*” or “*Plan*”) seeks to support individuals who choose to shift modes from automobile to bicycle by making investments in the Regional Bikeway Network (RBN) and other bicycling facilities, and focusing growth in Priority Development Areas (PDAs), which encourage growth in existing communities and promote connections between land-use and transportation. This plan presents data, provides guidance and makes recommendations to help propel these efforts forward.

Plan update

The original *Regional Bicycle Plan*, published in 2001, documented the region’s bicycling environment, identified the links in a regionwide bikeway network and summarized corresponding funding sources.

A primary purpose of the Regional Bikeway Network is to focus regional bicycle-related funding on high-priority bicycle facilities that serve regional trips.

This update to the *Regional Bicycle Plan* seeks to: encourage, increase and promote safer bicycling; provide an analysis of bicycle trip-making and collision data; summarize countywide bicycle planning efforts throughout the Bay Area; and document advances in bicycle parking and other important technologies. While the 2001 plan provided an inventory of bicycle facilities at transit facilities, this update further investigates the relationship between bicycling and public transportation in recognition of the importance of bicycle-accessible transit and transit stations. Because safe and convenient bicycle access must include a place to securely store one’s bicycle at destinations, bicycle parking, at public transit and elsewhere, is another focus of this plan update.

The Regional Bikeway Network

A focus of the *Regional Bicycle Plan* is the Regional Bikeway Network (RBN), which defines the San Francisco Bay Area’s continuous and connected bicycling corridors of regional significance. A primary purpose of the RBN, which

includes both built and unbuilt segments, is to focus regional bicycle-related funding on high-priority bicycle facilities that serve regional trips.

Almost 50 percent of the Network’s 2,140 miles has been constructed.

The 2001 *Regional Bicycle Plan* defined the original RBN. MTC staff created a new RBN geographic information system (GIS) database for this publication, which includes updated mileage and cost information, and county-specific maps. Almost 50 percent of the Network’s 2,140 miles have been constructed. The cost to construct the remainder is estimated to be \$1.4 billion, including pathways on the region’s three remaining bicycle-inaccessible toll bridges (see Chapter 5).

Plan development process

A subcommittee of the Regional Bicycle Working Group, an advisory committee to MTC staff, guided the development of the *Regional Bicycle Plan* (see “Credits” for membership list). The region’s congestion

management agencies, transportation authorities, transit operators, bicycle advocacy groups and members of the public provided data to help update the RBN.



